

MOTOR RACING

and
ECONOMY CAR NEWS

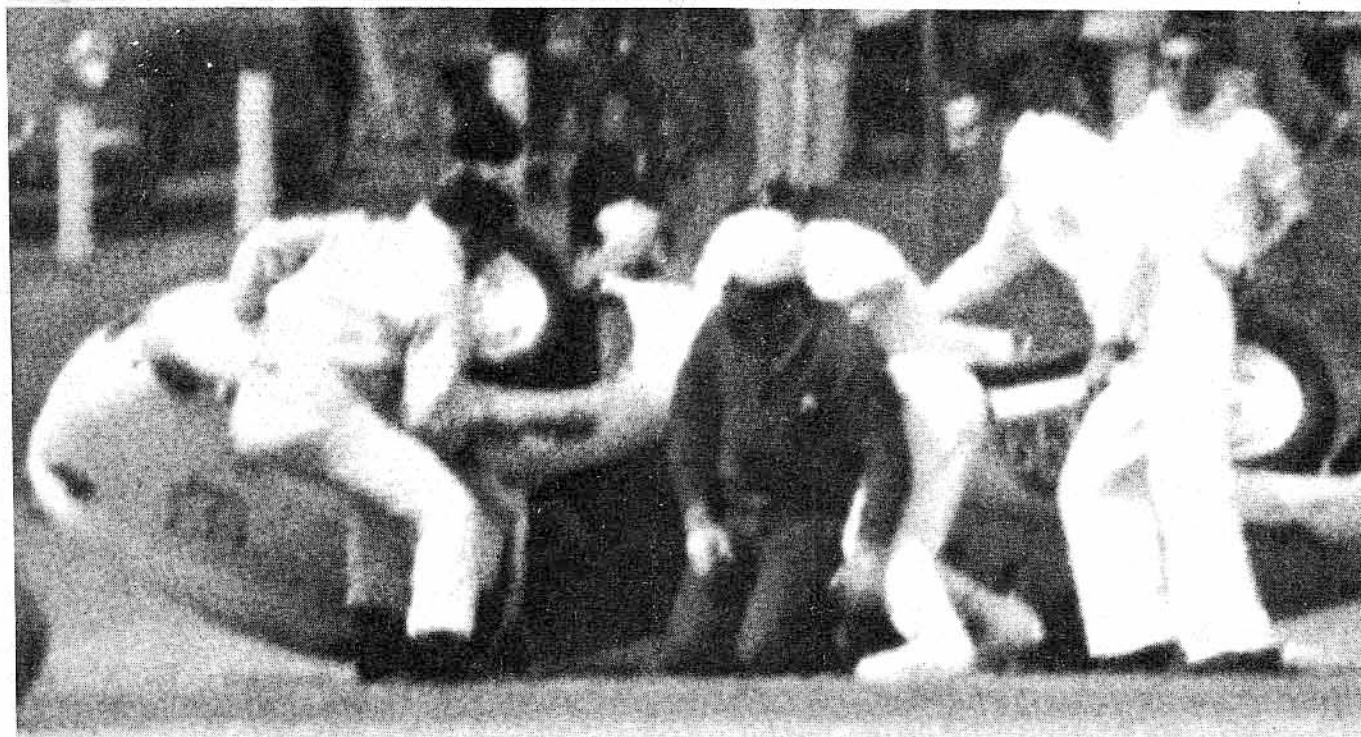
7th Year—No. 13 —Los Angeles, Calif.

Apr. 27-May 4, 1962

(Published bi-weekly except last issue of calendar year)

25¢

Second Flip in Two Days for Him



IT WAS GETTING habit-forming for Bart Marrs, who flipped his Crosley Spl. twice over the weekend at SCCA Del Mar races. He rolled in Saturday practice and then in a

novice race the next day. It looks serious in top photo, but he scampers to safety (in bottom shot) with only bumps and bruises. (Photos by Bill Norcross)

MOTOR RACING

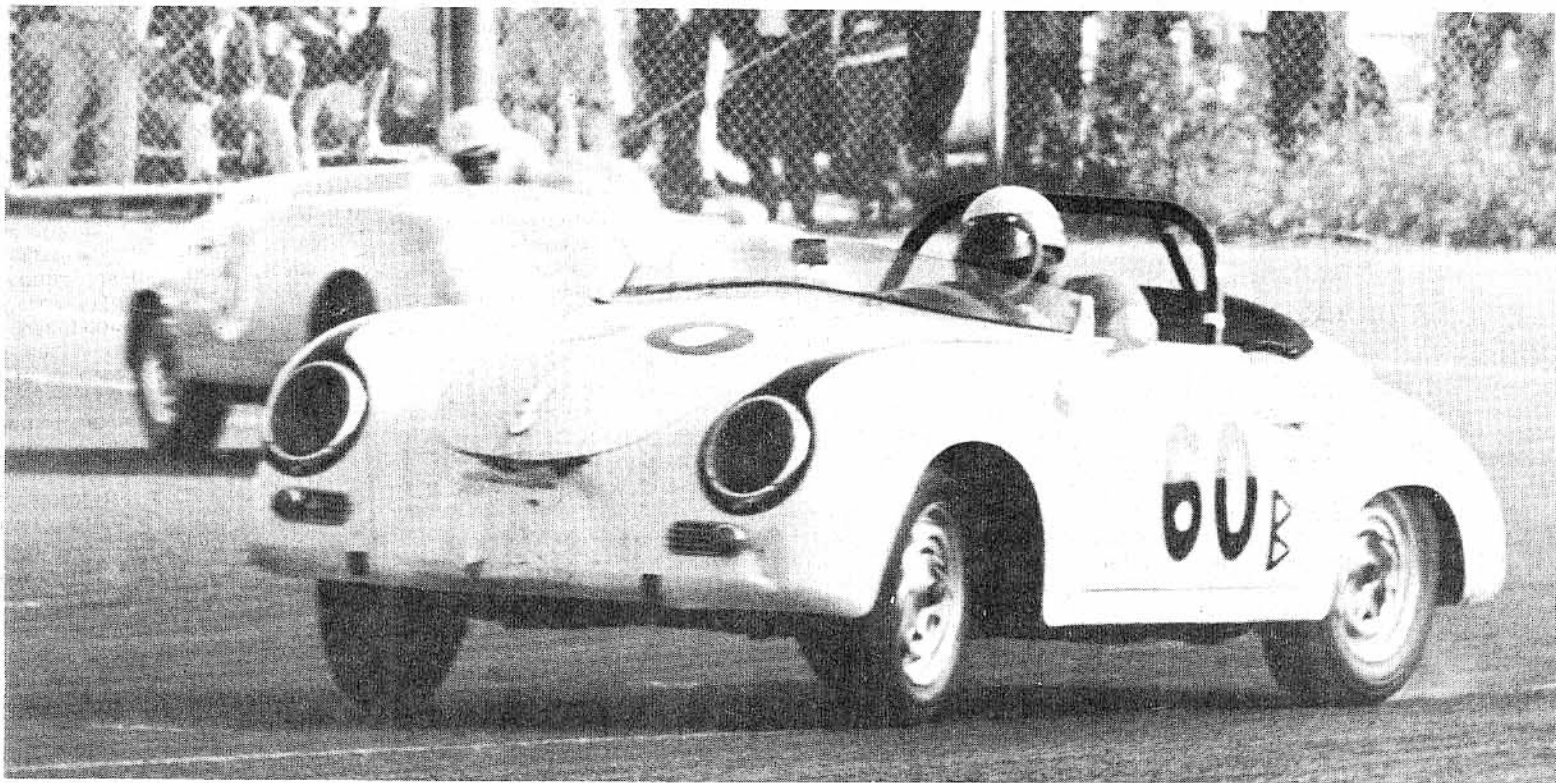
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AFTER A DING-DONG battle of Porsche Carreras at Del Mar, near San Diego, April 29, Don Wester outdrove and defeated Jay Hills. Here, Wester leads through a turn in ABC Prod. race. They finished ahead

of the Corvettes, the tight course, naturally helping. Hills later won the CDEF Mod. 30-lapper over the 1.24mi course in Porsche RSK. SCCA summary on Page 4. (MOTORACING photo by Bill Norcross)

Gurney Qualifies -147mph

BULLETIN---Dan Gurney, who switched to the rear-engine Buick-powered Mickey Thompson Spl., hit an amazing 148mph in his first day of practice with the car, and on May 12 qualified at a surprising 147.886mph. He earned a spot on the third row in only the second time he drove the car.

All qualifications are subject to later runs. Fastest 33 qualifiers of the 72 entries will start the race. Fastest and setting a record at 150.370 mph was Parnelli Jones, Torrance, Calif.

INDIANAPOLIS, May 8 - First appearance of the John Zink Trackburner, only gas turbine auto ever entered in the Indianapolis 500-mile race, marked today's windy practice session.

Dan Gurney of Costa Mesa, Cal., a veteran Grand Prix racing but a rookie at the Speedway, drove the rear-engine trackburner on a test run just before the track closed.

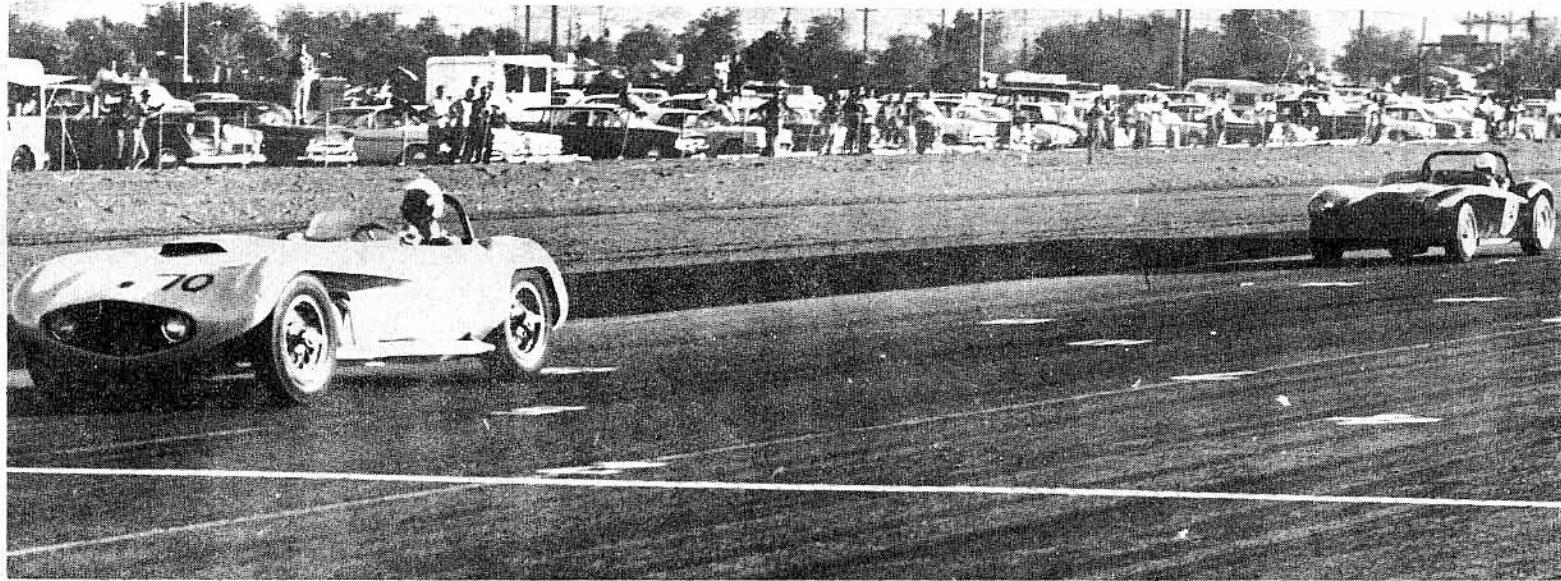
Gurney said he was unable to determine his top speed because the engine noise, similar to the whine of a jet, is unlike the roar of the conventional racer. His run was not clocked.

He drew high praise from USAC officials and critical drivers and stamped himself as "rookie of the year" material by completing his exam the first two days the track was opened---something never before accomplished.

"You have to train to win here just as at any other track, and it's hard," he said.

Gurney had passed his rookie test in the same four-cylinder car Pat Flaherty drove to victory in 1956. Reports were that Dan would drive this machine rather than the gas turbine in the Memorial Day classic. He drove the latter here at a speed of 139.3mph.

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MOTORACING



OLD YELLER III was the winner in the headliner at new Thunderbird Raceway in Henderson, Nev., last April 29. Shown first across the finish line here is Bob Bondurant, former Corvette pilot. He's nailing Bill Boldt, who won Saturday after Bondurant spun. It was

Boldt's first main event sports car race. Races were staged by Las Vegas Sports Car Club and USSCC. Story on Page 6. (Photo by Lester Nehamkin)

Fangio in Lime Rock Exhibition

NEW YORK, May 10 -- Juan Manuel Fangio, the greatest auto racing driver of all times, will come out of retirement to drive with other internationally known drivers on June 7 at Lime Rock Park, Conn., it was announced today.

The 50-year-old Argentinian, who won five world championships before he quit in 1958, will race Austin 850 and Austin Cooper sedans in a demonstration sponsored by the British Motor Corp. Although the demonstration is being put on for the press and BMC dealers, the public is welcome to watch.

Participating with Fangio will be Innes Ireland of Great Britain, Pedro Rodriguez of Mexico and Denise McCluggage of New York. They will compete in a series of 10-lap events.

DIPLOMATS ESSENTIAL
"Diplomats are just as essential to starting a war as soldiers are for finishing it."---WILL ROGERS

Teams With Mairesse, Rodriguez:

Gendebien (Ferrari) Takes Targa Florio

PALERMO, Sicily, May 6--Belgium's Olivier Gendebien drove a Ferrari to victory today in the 447.4-mi. Targa Florio.

Teamed with countryman Willy Mairesse, and Ricardo Rodriguez of Mexico, he won in 7h. 2m. 56.3s. The Ferrari's average speed was 63.83mph.

Second went to the Italian team of Giancarlo Baghetti and Lorenzo Bandini, also in a Ferrari. Third were Nino Vaccarella of Italy, Joakim Bonnier of Sweden, and Graham Hill of England in a Porsche.

Gendebien became the only driver to win the Targa Florio three times. He won in 1958 when he teamed with the late Luigi Musso, and in 1961.

The victory also won for Ferrari a first place toward the world endurance challenge competition for sports cars.

Ferraris took four of the first five places, with only the Porsche

Penske Snares 2nd SCCA Natl. Race

DANVILLE, Va., Apr. 29---Roger Penske won his second SCCA Natl. race in a row here today aboard his Telar Cooper Monaco. Average speed for the 55 laps around the 3.2mi. course at Virginia Intl. Raceway was 70mph. Times were kept down because of heavy rain.

Following Penske were Bob Holbert, Porsche RS62; Walt Hansgen, Cooper-Maserati; Art Tweedale, Lola; Bob Bucher, Porsche RSK.

Vignettes

By Gus V. Vignolle

- Fantastic Rally
- Our Chev. Blows
- Foulgoc Flies

MEXICO CITY, Apr. 22---Until I joined this expedition, I thought I'd done everything except do-it-yourself brain surgery and jump out of an airplane.

I am talking about the just-completed 1962-mi. Centroamerica-Mexico \$20,000 (US) road race from San Jose, Costa Rica, through five countries in Central America and finishing in Mexico City.

Actually, it was booked as a rally, but I know better. I was on this Mother---and it will be many a day before I completely recover. The report in the last issue of MOTORACING that I was lost in the wilds of Central America is not exactly untrue. The fact that this is being written is proof that I did get back to civilization.

This was a stupendous Mille Miglia, Jr. grade, through the perishing jungles of Central America and narrow mountain roads so high-high-high that today I break out in a cold sweat when I think of those screaming tires while negotiating bends at 150kph (80mph).

More years ago than I care to remember, I took a huge stinking whale around the country. I was stymied in Salt Lake City when the city fathers would not allow me to park the critter on public property.

What was a man to do with a 30-ton whale on his hands?

I thought that topped everything.

Continued on page 3

Fear Moss May Be Paralyzed

(See Page 5 for description of crash)

LONDON, May 8---Fears mounted here today that one of the greatest road racing drivers of all time, Stirling Moss of Great Britain, may never race again.

Moss was seriously injured when his Lotus crashed at Goodwood last Apr. 23, and today the word contained in a hospital announcement was to the effect he may be permanently paralyzed in the left arm and leg.

According to the announcement, Moss' brain was damaged and his recovery is likely to be a "slow process." The announcement, according to a wire service story out of this city, added that "there is a possibility that full recovery of functions in the arm and leg will not take place."

Previously, there had been no official suggestion that Moss' future career was in question. He

Continued on page 5

"You take diplomacy out of war and the thing will fall flat in a week."---WILL ROGERS.

Continued on page 4

Letters to MotoRacing

WORD FROM SICILY

Today no practice for the Targa Florio, so will write letters. Yesterday, Gendebien-P. Hill fastest, but on a later lap Phil's accelerator stuck coming to a downhill curve and he flew about 100 yards down into a "milpa" and the car was demolished; but he was unhurt.

Cyril Posthumus and Mike Tee of MOTOR RACING (English!) have kindly been hauling me back and forth from here to the circuit---about 60 km. Dennis Jenkinson and Henry Manney also here---the latter reminded me to write you. Conrero has prepared a new Abarth Simca 1300 which is very fast---145mph---and one driver said it goes faster through the corners than the Berlinetta he was practicing in. Also, Alfa Zagatos with long noses and chopped tails very fast. Of course, overall battle is between the Ferrari V6s and V8s and the Porsche flat 8.

From here, going with Ricardo Rodriguez and his wife to Milano and Modena, then probably to Silverstone and Zandvoort, and finally back to Milano for Alfa trophy presentation.

FRED VAN BEUREN
Palermo, Sicily

NEW CYCLE 'STARS'

I write a news column for a local paper and thought you might be interested in an item about the San Gabriel Motorcycle Club's European Scrambles.

The Scrambles took place Sunday, April 29, on a dirt track out here in Phelan. What is interesting to sports car fans is that Lance Reventlow and Bruce Kessler and friends competed in the event...

My husband and I are from Los Angeles, (Granada Hills) and moved up here in January to get away from the rat race. We've opened this little garage (Ernie's Foreign Car Service) on our own property, which is a real cool arrangement. We have two Porsches (coupe and speedster). Your paper has always delighted us and keeps us informed racewise.

JUDITH A. VIAR
Phelan, Calif.

SNAPPER-WRAPPER REPORT

Enclosed please find two clippings from the San Francisco---. I thought you might be interested in seeing what is written up here.

I left Los Angeles two months ago and moved to San Francisco because of a new job. It didn't take long to find out that the "snapper-

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wrappers" here are just as bad as in Los Angeles for sports car news and automotive information. I sure am glad that MOTOR RACING comes out every two weeks, or I would never be able to get up-to-date information. I have been a subscriber since 1958 and plan to continue for many more years.

What ever happened to Eric Hauser? I enjoyed his race reports very much.

I am living a couple of miles from Rod Carveth Enterprises, Inc., which seems to be where the crowd gathers. Rod has his Ferrari and a Lotus Jr. in the garage there. He is the local Lotus dealer.

Gus, if you do ride a Honda up here and find yourself in need of four wheels, I'll be glad to lend you my Alfa Spyder or the family car, which is a 3-liter Chevrolet GT sedan.

Keep up the good work on the paper.

DAVID W. MC KEE
Belmont, Calif.

Editor's Note---Everyone agrees about Eric Hauser's excellent European coverage. He can be reached at 4150 Marathon St., Hollywood 29, Calif. Many thanks for the kind words and the car offer; may take you up when I recover (cracked up on the motorcycle after returning from Central America).

Notes & Comment

Slowly but surely it looks as though JIM PETERSON'S US Sports Car Club (USAC) is bowing before the superior power of D. D. MICHELMORE'S Cal Club-SCCA; on same day, USSCC had about 60 entries at Las Vegas, Cal Club-SCCA (plus San Diego region) about 190 at Del Mar...At Del Mar, protest from Porsche drivers against RAY PICKERING'S Alpine (intake manifold) was disallowed...SCRAMP (the racing group in Monterey), SF SCCA and the Laguna Seca flackery that grinds out the handouts refuse to divulge the take at last fall's LS/pro race...In case you're interested, nationally Renault's public relations are non-existent, which is only ONE of the reasons why it's so far behind Volkswagen...Wanted for embezzlement, H. HENKEL, former Rootes boss here, is reported to be in Brazil...

Faded in the last fortnight: Cal Club's mag, CCCC NOTES, (members will get a mimeo sheet), and MOTOR CYCLING NEWS, a weekly tab...Motion was denied to remove Natl. SCCA from jurisdiction of Calif. courts in USSCC's suit vs. Cal Club-SCCA, which claims insufficient facts in the complaint to state cause of action. The general demurrer, if sustained, could result in the whole deal being tossed out of Superior Court. All defendants have 20 days in which to file answer to the complaint...Long Beach MG Club belated because an ad here tied it in with the Vegas races; there was no connection. And at Del Mar, the Women's SCC did the scoring charts and they were horrible...

Continued on page 5



Economy Car News...

By MARGUERITE COOK

Want to buy a VW 1500? Well, start reading the want ads. There were two advertised in the Sunday LA TIMES. As all followers of the import market know, the compact VW 1500 has been introduced into Canada, but not this country.

There'll be no new Fiat models this year. At least that's what the annual report of the progressive Italian manufacturer states. The report is careful to add that this doesn't mean Fiat isn't working on new prototypes.

The report gives an enlightening breakdown on the steady expansion of the Italian automotive industry. The powerful Fiat combine produced and sold 631,992 motor vehicles alone in 1961, more than 100,000 more than the 530,665 vehicles produced in 1960.

The company, which develops and trains many of its skilled workers, increased the number of its employees to 107,671 in 1961, an increase of 15,000 over the previous year, and continued an ambitious factory expansion program.

There's a tremendous domestic market, Fiat board chairman, PROF. VALLETTA observes, with the country still having but one motorcar to every 25 inhabitants compared to one for every 10 in France, England, Germany, and one to every six in Sweden. (It's one to every three in the U.S.)

Fiat is extending its export activities in all directions, including Eastern (Iron Curtain) countries. It will participate next year for the

first time in the Italian Industrial Exhibition.

Volvo evidently has no intention of getting clobbered on the parts and maintenance front as did Renault when the French importer attempted to penetrate the American market. It's appointed LARSSAMUELSON, an experienced factory and export market parts man, to the newly-created post of national parts manager for Volvo Import, Inc., the US importer. Before joining Volvo Import, Inc., in October, 1961, Samuelson was responsible for supervising parts distribution through out Europe and Africa.

Studebaker claims not to have been hurt badly during the first quarter by that 40-day strike. SHERWOOD H. EGBERT, the aggressive new president, has told stockholders the company only lost \$2.6 million compared to a loss of \$6.5 million in the same quarter a year ago. As of July 2, "Packard" will be dropped as part of the corporate title and the company known as "Studebaker Corp."

Releases on a couple of new cars in the mail, but no prices quoted. The Rootes Group has given the Hillman Super Minx sedan "as strong and stylish new sister car," the Super Minx Station Wagon. It's a 1.6 liter town and country car, i.e., station wagon, which can be converted into a load carrier by folding the rear seat flat... Studebaker's Avanti, we're sure, isn't an economy car, but its pictures make the mouth water. Reminds one of a cross between a Jaguar and a Ferrari. This is a good place to ask if you noticed the blast that WALTER REUTHER made about high car prices. We remember reading in the early post-war period during the GM-DuPont anti-trust case where GM (and this is a GM year) said if it lowered its prices it would drive all its competitors out of business. We thought at the time it was a wonderful way to justify overpricing items.

Some interesting things are happening in the STAT department re-production figures of the compacts. Production figures supplied by the Automobile Mfgs. Assn. through April 21, 1962, show that only about 1000 more Ford Falcons (131,419) have been produced this year compared to a year ago.

Chevy's Corvair, at 103,277, is about 6000 off a year ago. Evidently people who bought the Falcon and perhaps the Corvair last year, are now buying the new Chevy II (110,086); the new Ford Fairlane (130,451); a Rambler or Rambler American (all American Motors Corp. 149,282 as compared to 94,737 in 1961).

Other compacts showing substantial gains are Plymouth Valiant (39,060 compared to 31,612); Dodge Lancer (41,617 compared to 34,724); Pontiac Tempest (48,341 to 35,540); Olds F-85 (30,255 against 20,314); and Buick Special (50,587 against 20,879), the surprise compact of the year.

Clark Wins After Duel With Hill

AINTREE, England, Apr. 28---Jim Clark of Great Britain, driving a Lotus V8, today won the Intl. Aintree "200". He won after a fierce duel with world champion Phil Hill, Bruce McLaren, Cooper, was second, followed by Phil Hill and Giancarlo Baghetti, who piloted Ferrari V6s.

Burnett, Chevy Spl., Nabs Canada Race

WESTWOOD, B.C., May 6---Stan Burnett, Seattle, won the featured Players Pacific race at SCC of British Columbia's Westwood Course today by taking the first heat and finishing second to Pat Pigott's new Lotus 23 in the finale. Burnett raced a Chevy Spl., and averaged 74.4mph as compared to 79.5 for Pigott.

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Vignettes

BY GUS V. VIGNOLLE

Centroamerica-Mexico Carrera

An Unforgettable Experience

Continued from page 1

Then, many years later, I took a Cuban swimmer with me to St. Louis. He was going to break the record by swimming down the Mississippi to New Orleans.

Our accompanying boat crashed in the fog at night and I almost had to resort to a rifle to induce the swimmer to get the hell out of the murky waters.

Could anything top those two experiences in my rather checkered career?

Yes, this rally did!

This is how it went:

I took a Western Airlines jet out of Los Angeles and was in Mexico City in 2 hrs. 55 min. Early the next morning I flew by LACSA (they start serving Scotch & sodas at 10 a.m.) to San Jose, Costa Rica.

An entire day was spent frantically in securing visas, since we were to drive through Costa Rica, Nicaragua, Honduras, El Salvador, Guatemala and Mexico.

All the drivers had to go through the same miserable rigamarole. You should have seen how we were bumping into each other at all the consulates.

On Sunday, April 15, all of a sudden, it was decided that I was to be the co-driver with an affable Mexico City businessman, Sr. Manuel Espinosa, in a 1950 Chev. sedan. I checked quickly. "This is my first rally," he said. "I've been on some hooligan deals," I said in all honesty, "but never on anything like this. Por favor, feel free to scratch me."

"Nunca," he said, "we shall win this Madre."

And so we were off---19 cars---on the 1962-mile carrera long the Panamerican Highway, the first machine getting the flag at 9 a.m., and our Chevy at 9:41. There were 16 Mexican tandems, one Costa Rican, one San Salvadorean and one from the USA.

Incredibly, Manuel was driving 80mph through the mountains. The velocipede was getting awfully got. I warned him. We stopped twice for water.



EVENTUAL WINNERS of the rally, as hinted in last issue of MOTORACING, were Carlos Sales, left, and Hector Rebaque of Mexico City, in a 1093 Renault Dauphine. Here, they receive their trophies at the Victory Banquet. Their overall and Class G wins netted them \$3200 (US)

Slightly less than three hours after the start, with the heat and speed, the engine lost all of its oil and blew up. Poor Manuel, who had driven the car south all the way from Mexico City, was almost in tears. Didn't even make the first stage to Managua---283mi.

And Then I Started Bumming Rides

We were towed and pushed 19km to Penas Blancas on the Nicaraguan border. Sorrowfully, I had to bid my pilot adieu and, snatching my luggage, bummed a ride to Granada, Nicaragua, on the shore of a beautiful lake. There, I grabbed a Taunus microbus and proceeded north along a towering volcano to Managua, the capital of Nicaragua.

Sweating, I arrived at the Gran Hotel, scene of the first rooking (\$10 US for a single---and what a dump!), but it was a pleasure to have a cerveza with Bob McKay and OCee Ritch, the only Americans in the rally (Harry Mann Chev.-SPORTS CAR GRAPHIC Corvette).

Through a volcanic mountain range that at times headed toward the Pacific Ocean, the 19 cars, led by the Renault 1093s, earlier that day threaded their way through picturesque villages and age-old forests. Clouds of vapor issued from a few volcanoes.

Except for a stretch of about 50 miles along the shores of Lake Nicaragua, which was like a washboard, the paved road from San Jose to Managua was good.

The lone casualty of the first leg, of course, was the titanic tandem of Espinosa and Vignolle, neither of whom could be classified as a champion rallyist by the widest stretch of the imagination.

But there was other trouble, too. Among the tail-enders coming into Managua was the Valiant of Mexicans Julio Azcarraga and Enrique Barrena. First, they ran out of gas, then they stopped to change all the plugs and, finally, between the frontier burg of Penas Blancas and Managua, they blew a rear tire.

Last, with 652 penalty points, were Alfonso and Raul Romero, in a Sunbeam Alpine. They blew a tire at 85mph (remember, all these machines were hopped up) between Penas Blancas and Managua, but they kept the car on the road.

A Truly Great Driver in the Mountains

Early the next morning, Monday, I bummed a ride aboard a Renault Domane service station wagon for the factory team. It was piloted by one of the greatest mountain drivers I have ever known, Maurice Foulgoc, a Frenchman who came over especially from Paris to prepare the factory Renaults. I recalled having seen Foulgoc and another Frenchman score a class victory aboard a Renault at Sebring in 1957.

Continued on page 7

Calendar

- May 18-20---SCCA Wash. Reg. Natl. Virginia Reel rally.
- May 20---Dutch Grand Prix, Zandvoort, Holland.
- May 20---SCCA SF Reg. Concours d'Elegance, Hillsborough, Calif.
- May 20---Parade of Fashions & Concours d'Elegance, Palm Springs Biltmore.
- May 25-27---No. Calif. Sports Car Council Squaw Valley Sports Car Olympics.
- May 26-27---SCCA Cal Club Reg. races, Santa Barbara.
- May 26-27---SCCA Utah Reg. races, Salt Lake City.
- May 26-27---SCCA Ark. Reg. Natl. races, Stuttgart.
- May 26-27---SCCA Colo. Reg. races, La Junta.
- May 27---SCCA Northwest Reg. races, Shelton, Wash.
- May 27---Nurburgring 1000km. race, Germany.
- May 30---Indianapolis 500-mi. race.

VW Refuses to Rescind Price Boosts

WOLFSBURG, Germany, May 7--Volkswagen refused anew to rescind recent price increases in defiance of government appeals for "price discipline."

The refusal meant that Economics Minister Ludwig Erhard had failed again to emulate President Kennedy's success in a similar battle with U.S. steel companies.

A statement issued by Volkswagen, following a meeting of the board of directors, said the company is in no position to cancel price increases on the domestic market.

Prices went up \$65 to \$95 in March.

Services Held for Scot Ron Flockhart

LONDON - Memorial services were held here for Ron Flockhart, 38, famed Scot motor racing pilot and flyer, who was killed near Melbourne, Australia, when his Mustang plane crashed during a test for an attempted record flight from Sydney to London. He was best known for his wins at Le Mans in 1956 (with Ninian Sanderson) and 1957 (with Ivor Bueb) in a Jaguar for the Scottish Ecurie Ecosse.

Rally Results

South Bay FCCA "Inaugural"				
Frank Reiley RM - 49 Cars				
Expert	Error	Novice	Error	
1. Stoik/Martin	.32 1.	Sandoval/Yates	1.91	
2. Sparks/Sparks	.34 2.	Craik/Craik	1.94	
3. Tarleton/Healy	.39 3.	Malm/Kahn	2.63	
4. Thigpen/Piercy	.77 4.	Burkins	2.94	
5. Traugber/Herman	.78 5.	Bernant/Kraus	3.05	
Northrop "Sierra 9"				
SCCSCC Championship Rally				
Trophy Winners		Error		
1. Sparks/Sparks		2.62		
2. Huseboe/Huseboe		5. plus		
3. Coulter/Going		9.17		
4. Curtis/Curtis		9. plus		
5. Reiley/Kiggins		11.58		
6. Cole/Bernant		12. plus		
7. Ryan/Ryan		14. plus		
8. Rendahl/Rendahl		15. plus		
9. O'Brien/Harris		16. plus		
10. Cook/Cook		17. plus		
Team trophy to ral---Reiley/Kiggins, Cook/Cook, Stoik/Martin				

Centroamerica-Mexico Rally

OFFICIAL RESULTS---J CENTROAMERICA-MEXICO RALLY

Pos.	Car	Pilot	Co-Pilot	Penalty Pts.
1.	Renault 1093	Hector A. Rebaque	Carlos Sales	10
2.	Renault 1093	Guillermo Ancira	Jose Rubio	13
3.	Renault 1093	Fernando L. Murphy	Othon Aspe	15
4.	Volvo	Pablo Martel	Guillermo Hiriart	16
5.	Renault 1093	Carlos Aguerrebere	Jaime Aguerrebere	19
6.	Plymouth	Gerardo Arzate	Alvarez Tostado	22
7.	Renault 1093	Guido Willis	Jorge Fernandez	33
8.	Simca	Gerardo Lutz	Bernardo Lutz	309
9.	Volvo	Jorge Signoret	Enrique Jouanen	664
10.	Mercedes-Benz 220	Roberto Reyes	Carlos Panama	937
11.	Corvette	OCee Ritch	Bob McKay	1834
12.	Sunbeam Alpine	Alfonso Romero	Raul Romero	2402
13.	Renault	Moises Rodriguez	Roberto Guzman	2472

Did Not Finish---Chevrolet, Manuel Espinosa-Gus V. Vignolle; Valiant, Julio Azcarraga-Enrique Barrena; Panhard, Rodolfo Castro-Franz Neurohr; Fiat, Manuel Lombera; Volvo, Federico Barcena-Dionisio de Velazco; Renault 1093, Jaime Valverde-Faustino Valverde. 30 entries; 19 starters; 13 finishers.

PENALTY POINTS BY STAGES FOR THE WINNERS

1. San Jose, Costa Rica, to Managua, Nicaragua	283 miles	1
2. Managua to Tegucigalpa, Honduras	217	1
3. Tegucigalpa to San Salvador, El Salvador	214	1
4. El Salvador to Guatemala City, Guatemala	173	1
5. Guatemala City to Tuxtla Gutierrez, Mexico	404	1
6. Tuxtla Gutierrez to Oaxaca, Mexico	331	3
7. Oaxaca to Mexico City, Mexico	340	2
Totals	1962	10

Could Railton Mean 'A Rosy Future'?

MEMO TO: Volkswagen Press List

FROM: Art Railton, Public Relations Manager
Volkswagen of America
Englewood Cliffs, N.J.

SUBJECT: Report on a cardinal

We've read reports recently that a new automotive bird isn't going to hatch out here after all.

I don't know about that "Volkswagen-sized" bird, but I woke up this morning and found that a real, honest-to-goodness bird-sized cardinal has nested in a shrub about two feet from my bedroom window.

No eggs yet. But they're probably on the way.

Looks like there's a cardinal in my future after all.

ALL IN GOOD TIME

An automotive council for women just reported that 33 million, or 40 percent, of American drivers are women, which gave Bob Feuerhelm of the Milne Bros. "World of Wheels," Pasadena, a slight tremor. He enjoys selling cars to women, mind you, but recalls a recent customer's tale about two vacation-bound gals, one driving and the other navigating via road maps, when the latter looked up hopelessly and said, "I think we're lost." To which the gal driver airily replied, "What's the difference, we're making great time!"

Close Call for Fairman at Indy

INDIANAPOLIS, May 8 - Jack Fairman, veteran English road racer, spun his Kimberly Spl. completely around twice yesterday on the southwest corner of Indianapolis Speedway but missed the concrete walls and came in under his own power.

Assigned to one of the rear-engine Buicks, Fairman today passed the 120mph phase of his rookie test.

Yesterday was the first time on the 2-1/2 mile track for the 49-year-old Fairman, who was driving a little too fast for a beginner to please USAC officials in charge of practice for the 500-mile race May 30.


Chief steward Harlan Fengler fined Fairman \$25 for driving at speeds higher than his instructions called for.

Fairman was running about 118 mph in the rear-engine car built by Mickey Thompson, Long Beach.

Interest Zooms for Fashion Sq. Concours

Interest is mushrooming for the third annual Long Beach MG Club Concours d'Elegance to be held Saturday, June 9, at Fashion Square in Santa Ana. The first two events were smash hits, and a record entry of glittering autos is due for the third showing.

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PLUGS and POINTS...

By JOE SCALZO

Maserati Reps' Car May Still Go; PAM Concentrating on Porsche Spl.

FOLLOW THE DOTS...Maserati Reps in Beverly Hills, who haven't done much except let that ex-DRAKE, ex-CONNOR Birdcage sit, torn in a million pieces waiting for rear-end parts, may finally be getting with it. According to MAX KELLY, one of the salesmen, "Talk has it we'll have a couple of the new Type 64 Masers soon." Hope so---there are lots of Calif. drivers who could sit in one pretty well, like BILL KRAUSE. And really, ain't it fantastic that Bill, recently married, doesn't have a good modified ride?...they say that when DAN GURNEY passed his driver's test at Indianapolis, he was the smoothest rookie ever seen; also, talk is Dan may now chauffeur one of MICKEY THOMPSON's rear - engined Buicks; Gurney's next No. American start comes at Mosport, Can., June 9; likable JERRY EISERT, mechanic for the ARCIERO Racing Team, called the recent Bossier City IC race, which Gurney won, "a very good race." The Lotus 18-type formula car Dan ran there, is, Eisert says, almost exactly the same to work on as the Lotus 19 sports car...incidentally, JOCK ROSS was in town recently, saying that the Texas Rosebud team will run Mosport with a 2-liter engine in their Lotus 19... PETE BIRO, who knows what's going on up north, writes that Jock and CHARLIE PARSONS were at a training session at Cotati April 29; Parsons, in the Cooper Fm. Jr., should be racing again by June; he was injured in a crash at Sebring... MILES GUPTON, San Gabriel Porsche driver, was protested at the Stockton races with his black coupe, but survived; there is animosity between northern and southern Calif. pilots--SPORTS CAR VIEWS, a northern paper, called Gupton's car "another controversial Porsche from Los Angeles"...DOUG HOOPER, the notable Corvette chauffeur, reports that several Cal Club people no longer talk to him--Doug was one of the drivers who put his name on the USSCC lawsuit against the Cal Club...a new Chevy dealer, Hanson Chevrolet on W. Olympic, apparently wants to get into racing in a big way, as they are reputed to be sponsoring ALLEN HEATH's sprint car in Calif. Racing Assn. (CRA) races; also, they've got a Corvette to be driven by one LOU BERTANGA (ever heard of him?) ...JACK BRESKOVICH, the good AH 100S pilot, who had a rough start this season at the Riverside races, where he got hit by another

car, and then, on the backstraight at about 130, a tire threw a tread, tearing up his car's bodywork, says he is just "hanging loose" about racing, because of the current state of affairs...ART SNYDER won the Cal Club's Tralom in Santa Monica May 6 with his Elva VI...the new course that will be used at Riverside Raceway in June should be interesting; turn 7 will hook onto the backstraight, cutting the mile backstraight about in half. D.D. MICHELMORE said, "I've been working on getting that deal put in for three years"...is BOB DRAKE getting a new Cooper Monaco from his car owner? Drake does want to get back in the smaller cars again...

SCOOTER PATRICK, HANS ADAM, and DON MITCHELL at PAM are really working with the Corvair engine they plan to use in their Porsche Spl.; they've de-stroked it to under 2 liters, and expect 200-215 hp...SCCA, as you know, is now mixed up with Sebring; and, at a recent meeting, this little item came up---if ULMANN doesn't pay his bills out here, left over from the 1960 U.S. Grand Prix at Riverside, he will lose the promotion of Sebring...the question has been asked why Honda of America hasn't been fielding any of their 4-cylinder 250cc bikes this year, tremendous crowd pleasers. Answer: one of the "four's" has been sent to the Seattle World's Fair, and the other two, including the RC162, are being prepared for Bridgehampton, L.I. for some AMA races in June and July. No riders yet named for 'em, but it seems a good bet that Englishman RON GRANT, who lives in Sherman Oaks, will be in the saddle of one; and Grant, a good friend of amateur flat track racing star CLYDE LITCH, may be trying flat tracking himself, soon...the sensational 4-valve, 50cc doc Honda, putting out 7.5hp, is now available...TRACY BIRD, SCCA Arizona exec, will soon be back in racing with his Maserati Monza, this time with disc brakes; figures it should stick with most everything...former driver RICH THOMPSON at Riverside; turned a 2:23 lap, 145mph on the chute with his Corvette...MAX BALCHOWSKY is building the last of his solid axle cars, everything now on will be independent. DON KIRBY of Rochester, Wis., gets this last car, Chevy powered. And Max, by the way, is no longer associated with Chevy-

Protest of Gurney Car Disallowed

INDIANAPOLIS, May 4 - Final decision concerning the disqualification of Don Steves' Chevrolet, in which Dan Gurney won at Riverside in a stock car race March 18, has been reached. The U.S. Auto Club announced today that "the appeal of the original protest has regrettably been disallowed." USAC had said the car did not meet "stock" requirements.

TARGA FLORIO

Continued from page 1

field. Hill was not injured, but officials asked him not to start as a precautionary measure.

The winning Ferrari, a new 2.9-liter rear-engine car, led throughout the entire laps of a twisting course in the Madonie Mountains outside this city. Today's race was the 46th running of the Targa Florio, which was first run in 1906.

In Italian, the word targa means plaque, and solid gold plaques were given as prizes during the early years of the race. They were donated by Vincenzo Florio, the sportsman who organized the event.

let.

And, from Henderson---a small turnout of cars, but everybody had a good time, most drivers claiming they'd never been treated better...shy, soft-spoken photog LESTER NEHAMKIN, who was in fine form at the cocktail party Sat. night before the races, had this on BILL BOLDT, the former Torrance oval tracker, who was having his first try at sports cars at Henderson; Boldt, who won the Sat. feature with a Kurtis-Pontiac, had earlier been fired from his job as a truck driver, because he didn't drive fast enough...Boldt's car used the frame from that car of BILL DIXON'S, which burnt up on the way home from the Santa Barbara races a couple of years ago...Dixon was at Henderson with his Chevy-Maser, but broke the crank in Sunday practice. Bill's got the car for sale, wants to get something lighter...BOB BONDURANT, who won the feature at Henderson with Old Yeller III, has the ride set up in PHIL KONDRATIEF'S Devin-Corvette for future races...Bondurant and a friend, BILL POWELL, drove Old Yeller to and from the L.A. to Henderson and back, getting near 17mpg...DON HULETTE had his jag-Corvette at the races, but didn't race when no other "name" drivers; with the exception of Bondurant, who is on the USSCC board, showed up...they say D.D. Michelmore of the Cal Club is trying to get a night race at Henderson, the same date as Laguna Seca--June 9-10....

SHORT TAKES



Lots of howls over the SF SCCA cranking out race charts, as at Stockton, by classes; sensible way ---and easiest for the press---is overall, with class positions on the right-hand side...At Stockton, AL BRIZARD, Lotus Elite, won E Prod. race both days, but he was knocked out when a protest was upheld. Protest of WYN ROBERTSON's Porsche, 5th in another race, also was upheld...WALTER COLEMAN succeeds MIKE SMITH, who resigned, as pres. of LA Chapt. of the Formula Racing Assn... BEACH RISING, long-time Cal Club flagman who was injured when struck by a car a few years ago at Santa Barbara, passed away last week...JOE SCALZO and BOB THOMPSON will be going to Indy, then to the Mosport races in Canada June 9...JOE WELLS of the Las Vegas Thunderbird Hotel and the new raceway in Henderson, Nev., is thinking in terms of a pro FIA race there about two weeks before the TIMES race at Riverside in the fall...

BRUCE KESSLER is at the Cannes Film Festival with his color short, THE SOUND OF SPEED, due to come in for an award of some type...CARROLL SHELBY's Ford-powered AC Cobra was a

smash hit at the NY Auto Show, last week attracted huge throngs at a Dallas exhibit. They say GM is worried Shel's machine may be too much for their Corvette Spyder...The SCCA Natl. at Marlboro recently was won by ROGER PENSKE, Telar Cooper Monaco, who averaged 66.24 mph for the 40 laps. Following were BOB BUCHER, Porsche RSK, and CHARLIE KOLB, 300S Maserati...

Among the sports at San Fernando drag strip, JACK ALEXANDER, Corvette, was fastest---109.48mph...NY region of SCCA captured the GEORGE RAND Trophy for fourth year in a row in interclub racing on May 6 at Bridgehampton, L.I. BOB GROSSMAN won the 20-lap feature race in a Ferrari Berlinetta, averaging 85.2mph. Other overall winners: JOHN HEYER, DB LeMans; MARK DONOHUE, TVR...NY HERALD-TRIBUNE gave the race quite a rumble---first since DENISE MC CLUGGAGE left the "snapper-wrapper"...DEL OWENS reports Cal Club plans a steak bake after the Saturday races (May 26) at Santa Barbara, and a big rally to San Luis Obispo June 16-17; party with SF and SD regions Saturday night, time trials next day...

Del Mar SCCA Race Summary

SUNDAY---Course: 1.24mi.
NOVICE EFCH PROD. 10laps, 54.5mph---1. J. Duncan, Lotus 7; 2. Dennis Harrison, Porsche 1600N; 3. John Sutherland, Triumph TR3. E. Sutherland; F. Harrison; G. Duncan; H. Robert Rice, Fiat Abarth.
NOVICE ABCD PROD., CDEFG MOD. & FORM JR. 10 laps, 57.25mph---1. Dave Stanley, Corvette; 2. Ted Peterson, Jaguar Spl.; 3. Bud Keller, Corvette. A. Mike Jenkins, Jaguar XKE; B. Stanley; C. Tom Bishop, Porsche S90; Cui, Peterson; Form. Jr., Don Simpson, BRS.
WOMEN'S HANDICAP, 10laps, 48.1mph---1. Bette Saylor, Sprite; 2. Barbara Nieland, Lotus Mk. 9; 3. Alice Warren, Sunbeam Alpine. Cp, Nadeen Bringle, Fiat Abarth 1000; Fp, Warren; Gp, Kathy Lynch, MG Midget; Hp, Saylor; Em, Nieland.
GH PROD. 21 laps, 54.8mph---1. Frank Smith, Alfa Romeo; 2. Stanley Schaeffer, Alfa Romeo; 3. Serge May, Lotus 7. G. Smith; H. Pete Cordis, Sprite.
GH MOD. 20 laps, 59.5mph---1. John Timanus, Lotus 11; 2. Pete Brock, Lotus 12; 3. Don Maslin, Lotus 11. G. Timanus; H. Richard Schoenen, Lotus 11.
F PROD. 20 laps, 57.4mph---1. Dave Jordan, Porsche 1600N; 2. George Follmer, Porsche 1600N; 3. Miles Gupton, Porsche 1600N.
E PROD. 20 laps, 55.8mph---1. Mike Roetner, Lotus Elite; 2. Ron Cole, Morgan; 3. Charlie Gates, TR4; 4. Richard Hughes, Elva Courier. (Cole not competing for points or trophy).
D PROD. 20 laps, 57.4mph---1. Ron Buck-

num, Austin Healey 3000; 2. Ed Barker, Porsche 1600S; 3. Rick Muther, Porsche 1600S.
FORMULAE. 30 laps, 73.5mph---1. Steve McQueen, Cooper; 2. Richard Boyle, Lotus 20; 3. Walter Huff, MG Spl. 1. McQueen; II, R.H. Hughes, Lotus 18; III, Norman Babcock, Elva; FII, Huff; FIII, John McLaughlin.
ABC PROD. 30 laps, 59.6mph---1. Don Wester, Porsche Carrera; 2. Jay Hills, Porsche Carrera; 3. Bob Dickson, Corvette. A, Joe Freitas, Corvette; B, Wester; C, Lew Spencer, Morgan SS.
CDEF MOD. 30 laps, (No avg. speed)---1. Jay Hills, Porsche RSK; 2. Jack Nethercutt, Lotus 19; 3. John Masterson, Porsche RSK60; 4. Mary McGee, Porsche RS; 5. Dick Brashear, Ferrari Testa Rossa. D, Nethercutt; E, Bob Challman, Lotus 9; F, Hills.

Concours d'Elegance Set for Palm Springs

First annual Parade of Fashions and Concours d'Elegance will be held at the Palm Springs Biltmore Hotel Sunday, May 20. The fashion show and luncheon are slated for 12 noon, with presentation of trophies at 2 p.m., and cocktails, dinner and dancing starting at 5 p.m. in the Garden Room.

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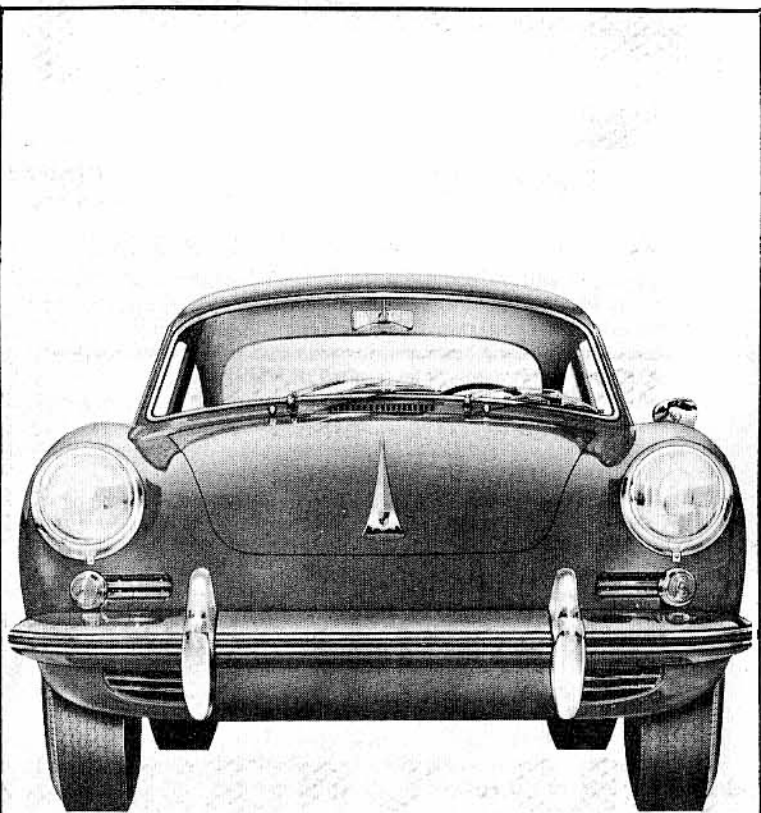
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SCHEDULE OF EVENTS

12:00 Noon.....Rolling review past judges
12:30 P.M.....Arrival at fashion court
1:30 P.M.....Fashion show
2:30 P.M.....Fashion show
3:30 P.M.....Fashion show
4:00 P.M.....Presentation of awards

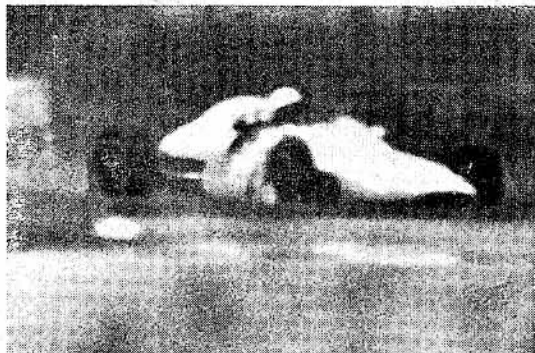


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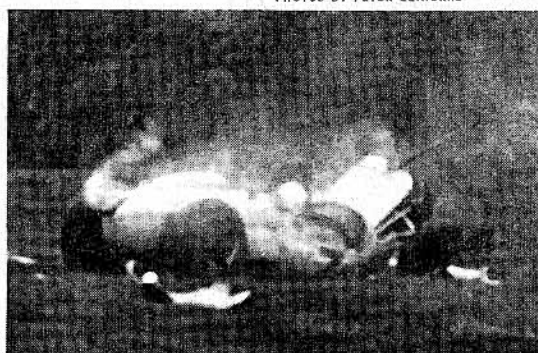
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PHOTOS BY PETER ELINSKAS

"A Bloody Go"

It's no thrill blasting down the straightaway at 180 m.p.h. What's really thrilling is taking a 70-m.p.h. corner at 75—coming through it at the absolute limit of tire adhesion, with the nose pointed perfectly down the straightaway and the throttle flat on the floor. Then you feel like an artist who has spent his life trying to paint the smile of Mona Lisa, finally gets it right with a single flick of his brush, and says to the rest of the world, "There, you bastards, match that!"

There are not many who can even come close to Britain's Stirling Moss as a racing driver. Pint-sized and profane, he is on his way to becoming a legend in his own lifetime—pursued by women, fawned over by royalty, idolized by fans the world over. At 32, he has won more races (194) than any man alive, more world championship Grand Prix races (14) than any driver in history save Argentina's Juan Fangio, who had 16 when he quit at 47 four years ago. Moss has never won the official Grand Prix championship. But last year he won 23 of the 48 races he entered, and his fellow drivers concede that Moss sets the standard by which they judge their own skills. Says the U.S.'s Phil Hill, who won the 1961 Grand Prix championship racing for Ferrari: "I'm the champion, but all anyone talks about is Moss."

Moss's fan mail runs to 10,000 letters a year and his income to something like

\$150,000. He drives as if every race were his last—with a raw fury that borders on desperation. He has pressed wildly on with hot oil spraying in his face, raced with his leg in a plaster cast, sped around curves while nearly blinded by glass fragments in his eyes. He cannot even remember how many crashes he has survived. "Most of them were incidents, not accidents," he says. "Twice my steering wheel snapped off. Nine or ten times the brakes failed. Ten or eleven times wheels fell off. I don't know how many times I got crunched by another car, or tires blew, or things broke. Death is something that frightens me, and thinking about it isn't going to make it less likely to happen. I wouldn't drive a racing car unless there was an element of danger involved. Does a bullfighter want to fight a bull without horns?"

Warm Seats & Melted Silver. In Chichester last week for the 100-mile Goodwood International Grand Prix, Moss played himself to the hilt. Supercharged and sassy, he played croquet, guzzled fruit juice at a cocktail party thrown by the Duke of Richmond and Gordon (whom he irreverently called "Your Gryce" in a broad Cockney accent), stayed up twisting at a country dancehall until 2 a.m. On race morning, while other drivers, taut and nervous, brooded over seltzer and coffee, he happily downed a huge breakfast, described the novel furnishings he was planning for his bachelor digs in

London: a heated toilet seat and a 300-lb. silver coffee table made from melted-down trophy cups ("What else can you do with silver? Fill teeth?").

Moss had hoped for rain ("I do better in the wet"), but a bright sun warmed the crowd of 72,000. Settling into the cockpit of his low-slung, pale green Lotus, Moss joshed Rival Graham Hill, who was piloting a faster BRM: "Don't try too hard, Graham, or you'll blow it up." He screwed in his earplugs, snapped his helmet strap and adjusted his goggles. "Hey," he yelled to Mechanic Tony Robinson. "Where's my chewing gum?" Robinson handed him a stick. Moss waved. "Here goes," he said. Then, exhaust crackling fiercely, he roared off to the starting line.

17th & Last. The race was only eight laps old when Moss, brakes squealing, pulled into the pits. His throttle linkage was fouled; his gearbox was jammed tightly in fourth. By the time the pit crew, working furiously, had repaired the car, Moss's position was hopeless: he was 17th and last, more than three laps behind the leader, Hill. "What are you going to do?" asked a friend. Said Moss, with a wicked grin: "Have a bloody go."

The next 27 laps were what the crowd had come to see. Around and around the 2½-mile Goodwood circuit, with its six corners and dangerous, S-shaped chicane, he drove with awesome speed. Relentlessly, he closed the gap on Hill: from 17th, he moved up to 15th, then 13th, 11th and

Notes & Comment

Continued from page 2

FRANK MASON, who writes a very good news story and covered the Pebble Beach concours, mentioned the Prince of Wales. Due to some stupid proofreading (mel), it came out Whales, which prompted WRC Shedenheim, managing editor for SPORTS CAR GRAPHIC, to write in: "Sounds fishy to me!" ...From GARY JARLSON in the LAS VEGAS SUN: "The warring factions of Los Angeles caused a Las Vegas race to suffer immensely. This could have been avoided easily had the two sports car groups now existing in Las Vegas pooled energies and left Smogsville dictators to fish elsewhere for new kingdoms to conquer." That's telling 'em, Gary. The local war is alienating people all over the landscape!---GVV.

9th. He saluted as he passed other cars and waved to Mechanic Robinson in the pits. "Stirling is driving incredibly," reported the track announcer from his vantage point in a tower. "He's taking the corners faster than ever before." In a Lola, Britain's John Surtees sped to a new lap record of 1 min. 23.6 sec. Moss cut it to 1 min. 23.4 sec., then to 1 min. 23 sec., then 1 min. 22.6 sec., then 1 min. 22.4 sec.—each split second pushing him closer to the limit of adhesion. In Moss's pit, clockers exchanged glances, and tension killed conversation. Murmured a mechanic, "He's pushing it."

Past the Limit. On the 34th lap, Moss clipped his time to 1 min. 22.2 sec., flashing around the narrow, twisting course at a fantastic average speed of 105 m.p.h. On the 35th, as he approached St. Mary's Corner—a difficult right-and-left jog in the road—the limit was passed. Said Moss, before the race: "With luck, you can take St. Mary's at 90 m.p.h." Recalled Graham Hill, afterward: "As we went into St. Mary's, Stirling was coming up on me at about 110 m.p.h. on the outside. In the mirror I saw him coming up fast, and then he just kept going straight." Moss's Lotus hurtled across 150 yds. of grass, plowed head on into an 8-ft.-high embankment, spun backwards about 10 yds., and stopped dead, a crumpled, almost unrecognizable ruin.

Rescuers found Moss slumped unconscious in the cockpit—his goggles shattered, his blue, flame-proof coveralls shredded, his helmet cracked, his face masked with blood. Moss's lips, gums and nose were split, and his right cheek was torn open to the bone. With metal shears and hacksaws, mechanics worked for 30 minutes before they could free the racer from his aluminum cocoon: the twisted steering wheel was jammed tightly in his ribs; the car's body shell clamped his legs and thighs; the gas tank (up front in the rear-engined Lotus) was pushed back almost into his lap. Moss's father Alfred arrived at the gas-reeking wreck. "Please don't let it burn," he pleaded softly, and someone lifted the car's live battery from between Moss's calves. To his unconscious son, he kept repeating: "You'll be all right, boy. Don't you worry, now. We'll get you out of here."

Patient Vigil. At Chichester's Royal West Sussex Hospital, doctors sewed up Moss's face with 40 stitches. Incredibly, his blood pressure and pulse were perfectly normal. X rays showed surprisingly little damage—two broken ribs, a cracked knee, a torn shoulder. But Moss was in a deep coma. Transferred to a neurological hospital in London, he was examined by brain surgeons, who found no indication of skull fracture or severe brain hemorrhage, though he remained unconscious.

From Nairobi, where she had just placed third in last week's tortuous, 3,080-mile East African Rally, Moss's sister Pat hurried back to join the vigil at his bedside. By week's end, Stirling was out of his coma, responding to commands, speaking briefly to relatives and friends. Doctors said he would probably recover completely, could perhaps race again within six weeks. His father, a onetime racer himself (he placed 16th at Indianapolis in 1924), could only say: "This is what I've been afraid of. You can't go on having accidents like this. But you can't tell a man of 32 to give up his life's work just like that."

MOSS CRASH

Continued from page 1

was involved in a serious crash in France two years ago, but was racing less than two months after.

Ever since the Goodwood crash, road racing followers have been speculating whether the sturdy Briton would ever race again.

His injuries included a broken left leg, ankle and shoulder, plus injuries to his head and ribs.

Reports today stated Moss, 32, still has periods of semi-consciousness but he has been getting up for spells in the last two days and the hospital reports steady though slow progress.



RESCUERS AT WORK



WORRIED FATHER (UPPER RIGHT)
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(Continued on Next Col.)

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Bondurant Las Vegas Victor in Old Yeller III; Entries Down

By JOE SCALZO
MOTORACING Staff Writer

HENDERSON, Nev., Apr. 29--Two "firsts" today, both, unfortunately, a little disappointing---1) first race meet put on by the United States Sports Car Club (USAC); 2) first races staged on the new Henderson Intl. Raceway, 14mi. from downtown Las Vegas.

Less than 60 drivers were present, and even fewer cars. Of course, this was predictable. A PCC meet at Del Mar the same weekend, and fear of action by the Cal Club/SCCA caused the small turnout to be expected.

The track, 2.5mi. in length, rushed to completion in only three weeks, did not quite live up to expectations. It was exceptionally rough in places. However, plans to work it into shape are on the way, and if they go through, the circuit could be a winner.

USSCC did not give out prize money as had been rumored, but all \$15 entry fees were refunded; also, \$500 was set aside for the "dollars instead of trophies" plan announced for the end of the year.

Bob Bondurant, whose retirement was one of the shortest on record, won the 20-lap main, driving Old Yeller III.

The contest was a parade. First lap leader Yale Thomas retired his Ferrari-Chevy early with a defective voltage regulator, and the Saturday winner, Bill Boldt (Kurtis-Pontiac), stopped when he dropped his transmission.

So Bondurant, winning his first modified car main, lapped the remainder of the 9-car field, averaging 75.9mph.

Don Meline's B-class Corvette

was 2nd, with Jack Coyle in another Corvette 3rd.

Meline, of No. Hollywood, also took the feature production car go, after his racing partner, Doug Hooper, came up with dirt in his Corvette's fuel lines. Hooper finished a rough-sounding 3rd, behind Bill Freedman, who was driving the only Form. Jr., a Lotus 18. The Lotus spun the first lap and had to come through traffic.

Other winners, in a day marked by lifeless racing because of small fields, were, Joe Weiter (Corvette); Judie Lowe (Jaguar); and Meline.

Perfect weather conditions brought out a crowd of between 3-4,000, a lot of them presumably there because of the Henderson Industrial Days celebration. Las Vegas Sports Car Club was co-sponsor of the meet, along with the Thunderbird Hotel.

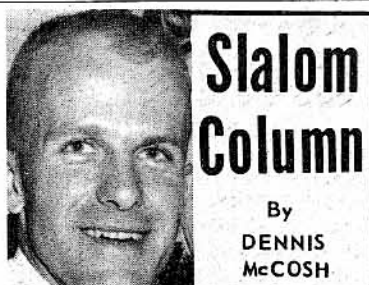
SUMMARY

Henderson, 2.5mi.
NOVICE--8 laps, 17.6mi.; 68.6mph avg., 15:25--1. Weiter; 2. Don Lee (Corvette); 3. Bill Hamby (Lotus XI) B--Weiter; E--Bill Miller (Triumph); F--Al Strom (MG); G--Steve Pate (AH Sprite); G mod--Hamby.

WOMEN--4 laps, 8.8mi.; 64mph avg., 8:10.5--1. Lowe (Jaguar); 2. JoAnn Betts (MG-A); 3. Lee Corcoran (Porsche) C--Lowe; E--Mary Jenkins (AH); F--Betts.

EXHIBITION--5 laps, no time--1. Meline; 2. Freedman.
PROD.--15 laps, no time--1. Meline; 2. Freedman; 3. Hooper; 4. Stefan Rnesnowicki (Porsche); 5. Al Eurenky (Jaguar 120) A--Coyle; B--Meline; C--Eurenky; D--Rnesnowicki; E--Pete Kunkle (AH); F--Stan Anthony (MGA); G--Pate; H--Roger Yule (AH Sprite); Fm. Jr.--Freedman.

MOD.--20 laps, 44mi.; 75.9mph avg., 34:42--1. Bondurant; 2. Meline; 3. Coyle; 4. Walker Edmison, Elva IV; 5. Jim Chaffee (Lotus XI); 6. Freedman--B--Bondurant; B, prod.--Meline; A prod.--Coyle; C--Edmison; Fm Jr.--Freedman.



Slalom Column

By
DENNIS
McCOSH

So. Calif. MG, one of the top slalom clubs in the area, held their Slideways II Championship Slalom at the Pomona Valley Center parking lot on a mild Sunday and attracted only 105 entries. The low entry was probably due to two causes: the races at Del Mar on the same day and the poorly-laid-out course. At least a few people in cars such as Corvettes refused to run because SCMG proved that a slalom can be tighter than an autocross.

There was really no need for the course to have been so tight. All that was needed to make the course fun for large cars as well as Sprites and Renault 4CVs was to have removed about two-thirds of the unnecessarily-limiting pylons. The main reason most people run slaloms is for enjoyment. When it becomes too much like work the attendance will drop. SCMG made a big noise about laying the course out with a Chevrolet. Finel But at what speed?

A Ford Falcon driving slowly beat the Chevrolet time by 54 seconds! Every slalom (autocross, slalom, etc.) should be laid out so that it would be possible for a 1959-60 Lincoln Continental to negotiate the course without hitting pylons. This would make it about right for everyone else.

As it was, the larger cars could do little else but follow the course and anyone can do that with no special driving talent required. It's bad enough to have a pylon penalty so large that one pylon will drop a car from the top quarter of the class to the bottom quarter without making them so easy to hit.

SCMG did not goof in all respects, however. Their tech inspection was very good as was safety and organization. Their scoreboard was very readable and they got the times posted reasonably soon after each run. It also helped to have the times announced as each car finished.

The run group system was misused but didn't cause any hardships. No one should be permitted to sign up in a run group earlier than the one running.

Top time of day was again (and of course) DAVE LEHMANN of ROCA in his Renault 4CV, and I mean no discredit to Dave, a very good driver in a good car. The seven-car team winner was ROCA without breathing hard and before

Continued on page 7

Automobile Quarterly Debuts

AUTOMOBILE QUARTERLY, an authoritative, luxury-format, hard-cover magazine, will make its first appearance on May 18. Written and illustrated by experts in the field, the new magazine is aimed at "all those who have ever had a love affair with an automobile."

It will present more full-page, full-color illustrations than any other magazine in its field--over two-thirds of its 108 pages are in full color. Featured is the work of artists Peter Helck and Leslie Saalburg.

First issue contains:

--An analytical biography of World Champion Driver Phil Hill, by Denise McCluggage.

--Ken Purdy on one of America's great automobiles, the Duesenberg.

--Full-color portraits of new automobiles--Ferraris, Alfa Romeos and American luxury cars--contrasted with vintage and antique "greats."

--The first biography of America's great driver of yesteryear, Barney Oldfield.

--For tomorrow, a \$40,000 land yacht, created by Brooks Stevens, who designed the 1962 Studebaker Lark.

Carrying no advertising, AUTOMOBILE QUARTERLY will be distributed to the book trade by Doubleday & Co., Inc. It is published at \$5.95 an issue. One year's subscription is \$21.

Sharp Nebr. Winner

BY GORDON SMILEY
Special to MOTORACING

ALLIANCE, Nebr., Apr. 29--Hap Sharp of Midland, Tex., driving his amazingly fast 2-liter Cooper-Maserati, won his third straight main event here today. He had won at Mansfield, La., and Tucson, Ariz.

Sharp led the 34-car field around the 2.3mi. airport course from the time the flag fell. He was trailed, as at Tucson, by Jack Hinkle in his Birdcage Maserati. Chuck Hall brought the first Form. Jr. (Elva) into 5th place behind Bob Donner and J.C. Kilburn in Porsches. It was a 25-lap race.

Yesterday, Hinkle won, followed by Sharp and Donner.

In other action of the two-day meet, Terry Ives won the women's race in her Cooper Jr., followed by Phyllis Kaiser in her husband's Lola. A Fiat Abarth rolled four times, but due to a well-constructed roll-bar, the driver escaped with minor injuries.

Dr. Bob Paul, driving his 327 Corvette, made up a 1 min. handicap to win the 8-lap Saturday Winners' Handicap Race from Matt Rawlins, also in a similar car, after a nose-to-tail battle.

The Colorado region of SCCA already has reserved Memorial Day weekend for the 2nd Alliance Cattle Capitol Sprints.

Sunday summary:

WOMEN, 5 laps--Overall: 1. Terry Ives, Cooper Jr.; 2. Phyllis Kaiser, Lola Climax; 3. Mindy Pratt, Porsche 1600N. Prod.: 1. Pratt; Mod.: Ives.

SAT. WINNERS' HCP, 8 laps--Overall: 1. Dr. Bob Paul, Corvette 327; 2. Matt Rawlins, Corvette 327; 3. Tom Robinson, Corvette 283.

DEF PROD., 10 laps--Overall: 1. Gordon Stalgren, Alfa Romeo Veloce; 2. R.K. Knox, Alfa Romeo Veloce; 3. Byron Pearce, Triumph TR3. D Prod.: 1. Stalgren; E Prod.: 1. Pearce; F Prod.: Bob Pratt, Porsche 1600N.

GH Prod., H Mod. & Sedans--Overall: 1. John Rose, Sebring Sprite; 2. Cecil Shoeman, OSCA 750; 3. Chester Woods, Lotus VII. G Prod.: 1. Rose; H Prod.: 1. Chuck Trowbridge, Fiat Abarth; H Mod.: 1. Shoeman; Sedans: 1. Jim Elchoen, VW.

ABC PROD., CDEFG MOD. & FORM JRS. --Overall: 1. Hap Sharp, Cooper-Maserati; 2. Jack Hinkle, Maserati Type 61; 3. Bob Donner, Porsche RS61; 4. J.C. Kilburn, Porsche RSK; 5. Chuck Hall, Elva Jr. A Prod.: 1. Matt Rawlins, Corvette 327; B Prod.: 1. Tom Robinson, Corvette 283; C Prod.: 1. R.E.L. Hayes, AC Bristol; C Mod.: 1. John Rowley, Rowley Corvette Spl.; D Mod.: 1. Hinkle; E Mod.: 1. Sharp; F Mod.: 1. Donner; G Mod.: 1. Dr. David Kaiser, Lola Climax; Form. Jr. (rear engine): 1. Hall; Form Jr., (front engine): 1. Bud Morely, Lancia Dagrada.

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MASERATI TYPHO '61 Birdcage
ready to race. Some spares &
extra gear ratios. George Koehne,
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Texas. TA 2-0373

LOTUS '60 Elite
Good Mechanical Condition.
36,000 miles. Never been raced.
Asking \$3100. AT 7-3980 Morns..

1960' CORVETTE
4 speed
BURGUNDY WITH WHITE TOP
Black leather bucket seats
Radio & heater. White walls.
KRELL BUICK
PASADENA PREFERRED
1095 E. Colorado, Pasadena
Calif. MU. 1-9979

ELVA F. JR. Front engine 992
BMC, New C/R Box, spares, Ready
to race. Excellent Class 111
car. \$1675. Norm Babcock, 410
W. Sola, Santa Barbara.
WO 6-2072

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Brand new 1100cc factory Cos-
worth Ford engine. No races on
car since new engine installed.
Sacrifice for \$4500. Strother
Jones, 275 Van Winkle Dr., San
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tained personally by Vasek Polak.
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AN 3-2127

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to race. Some spares.
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Must Sell! Have already
purchased modified car.
\$1200
Call OX 5-0032-Pico Rivera, Cal.

1957 PORSCHE RS Spyder, silver
with 5-speed limited slip Trans-
mission and new Nurburg tires.
No races on fresh RSK 1600 engine
with all latest mods. - \$4,000. LIN
COLEMAN, 1444 MAIN ST., JACK-
SONVILLE, FLA. EL 6-0741

1959 PORSCHE CARRERA GT
Speedster, silver with black in-
terior, unraced G92/3 1600 en-
gine, Webers, V-drives, Sebring
pipe and sport muffler, B,B,E, 3
C 6:31 Transmission with limited
slip. New T-3 Goodyears. A
rapid, immaculate jewel for \$3500.
LIN COLEMAN, 1444 MAIN ST.
JACKSONVILLE FLA. EL 6-0741.

1959 PORSCHE CARRERA GT
Coupe, white with red stripes,
1962 Daytona Sebring Corri-
gan-Coleman car with fresh 1600
engine, webers, v-drives. Ran in
same lap with factory Abarth
'till eighth hour when engine got
sick, still finished 3rd in GT 9.
How do you want it geared for
\$4,000? LIN COLEMAN 1444 MAIN
ST., JACKSONVILLE, FLA. EL
6-0741.

1958 PORSCHE CARRERA GT
Coupe, white with red stripes.
Fresh 1600 plain bearing engine
with webers, v-drives - \$3,000.
All the above cars must go to
finance new Porsche "Le Mans"
coupe. Interested parties call
collect. LIN COLEMAN, 1444
MAIN ST., JACKSONVILLE FLA.
EL 6-0741.

SPORTS CAR OLYMPICS

The No. Calif. Sports Car Coun-
cil Squaw Valley Sports Car Olym-
pics will be staged May 25, 26, 27.
Write 1755 Lake Street, San Mateo,
Calif. for information and entry
forms. Open to all sports and im-
ported car fans.

Slalom

Continued from page 6
anyone else ran.
Trophy winners AFCC Cham-
pionship Orange Peel III:

Men			
Class A			
1. Gillan	Sprite	ROCA	63.959
2. Rodemsky	Sprite	RAM	64.200
3. Stone	Ren. Alpine	PSCC	64.672
Class B			
1. Newton	Alfa	PSCC	64.269
Class C			
1. Harper	Porsche	POC	62.448
2. Hartung	Porsche	POC	64.023
3. Huston	Porsche	RAM	64.484
Class D			
1. Lister	Austin-Healey	PSCC	63.217
2. Doherty	Austin-Healey	GFCCA	63.499
Class E			
1. McPherson	Jaguar	----	65.970
Class F & G			
1. Christopherson	Volkswagen	POC	64.751
Class H & J			
1. Lehmann	Renault 4 CV	ROCA	61.724
WOMEN			
Class A & B			
1. Neiland	Lotus Elite	PSCC	67.404
Class C			
1. Huston	Porsche	RAM	68.536
Class D			
1. Cummings	TR-3	----	69.053
Class F & H			
1. Lehmann	Renault 4 CV	ROCA	67.606

SCCSCC Championship Points after after AFCC event			
Men only (Women's system to be determined) over 50 points			
1. Gillan	ROCA	100.00	
Newton	PSCC	100.00	
Harper	PSC	100.00	
Lister	PSCC	100.00	
5. Copeland	PSCC	96.4	
6. Challman	PSCC	95.5	
7. Rodemsky	RAM	94.8	
8. Doherty	GFCCA	94.7	
9. Stone	PSCC	84.4	
10. Evans	PSCC	76.0	
11. Mc Cosh	PSCC	70.4	
12. Mc Keever	ROCA	69.0	
13. Hartung	POC	65.5	
14. Ross	AHOC	60.0	
15. Huston	RAM	55.4	
16. Clock	AHOC	54.7	
17. Johnson	GFCCA	52.7	
Sedans			
1. Christopherson	POC	100.00	
2. Kelso	PSCC	87.2	
3. Coops	GFCCA	38.3	
4. Morville	PSCC	23.5	
5. Whiteside	ROCA	6.3	
Modified			
1. Lehman	ROCA	100.00	
2. Hauck	ROCA	32.0	
3. Zindler	ROCA	13.0	
4. Sherwin	ROCA	10.3	
Seven-Car Team Standings (After AFCC & SCMG)			
1. PSCC	19		
ROCA	19		
3. AHOC	15		
4. GFCCA	13		
5. SCMG	8 (sponsored one event)		

Letter From CANADA

BY EVE WHITE

Exciting news from the CRDA
organizers of the Players 200, is
that DAN GURNEY has been signed
to race at Mosport June 9. He will
join the line-up of Intl. stars, in-
cluding INNIS IRELAND, winner of
the '61 U.S. Grand Prix.

The Players 200 once again will
be run in two 100-mi. heats, and
carries a prize money pool of \$10,
000, with \$3,000 going to the over-
all winner. In addition, the winner
will receive the Player's Cup,
which last year was won by STIR-
LING MOSS. Moss was signed to
run again this year, but since his
accident, his entry has not been re-
confirmed.

AL PEASE of Toronto, who raced
his MG Twin Cam so successfully
last year will be sponsored by a
local discount house (Honest Ed's)
for this season. His mount will be
a Lotus 23, so we'll surely see him
in the top running.

From Germany, the famed Nur-
burgring circuit proved to the lik-
ing of MIKE DUFF, Toronto mo-
torcyclist who is racing in Intl.
competition. At the opening event,
before a crowd of 70,000, Mike
won both the 350cc and 500cc clas-
ses and set new records in both
events. Mike rides 7R AJS in the
350cc class and Matchless G50 in
the 500.

The Esso Control buildings are
almost complete at Mosport, and
they make a very impressive ad-
dition to the course. In the planning
stage is a grandstand and club
house to be erected under the spon-
sorship of BP (British Petroleum),
so Mosport is fast developing into
a super course.

I was at the press conference for
the new Speedway Park being con-
structed at Hamilton, Ont. It will be
a clay track and will run sports-
man's class events. It is one mile
in length, and the first grandstand
to be completed will seat 5,000.

BILL SHARPLESS, rider who
was injured at Daytona, is back in
Toronto, and his leg is healing
very well.

The FIM Congress, which re-
cently was held in Munich, was a
triumph for Intl. good will. Among
the 28 countries' delegates attend-
ing were those from East and West
Germany, as well as the USSR, Po-
land and all the western European
countries. No difficulty with visas
was encountered, and that, after
the world hockey debacle, shows
the determination of world motor-
cycling to transcend national bound-
aries.

OK for VW Dealers To Sell Other Cars

WASHINGTON, May 7 - Volks-
wagen plans to notify all its U.S.
dealers they can sell and service
other makes of cars. The notifica-
tion plan was written into a con-
sent decree filed in Federal Dis-
trict Court at Trenton, N.J., in set-
tlement of a five-year-old antitrust
suit brought by the Justice Depart-
ment. It was signed by Volkswagen
of America, Inc., and 14 Volkswa-
gen distributors.

GLOBAL ROLL-CALL
"World of Wheels" means just
that at Milne Bros., Pasadena,
which adopted the slogan to de-
scribe the huge quantities and far-
flung origins of the wheeled-goods
products it handles. For example,
there are Renaults and Peugeotts
(France), Triumphs, Sunbeams and
Hillmans (England), Puch bicycles
and motorbikes (Austria), BMW
motorcycles (West Germany) and
Honda motorbikes (Japan). These
are in addition to U.S.-born Ply-
mouths, Valiants and Jeeps.

LOTUS LE MANS

Completely rebuilt engine, Cor-
vette four-speed, and de Dion rear
end. No races since overhauled.
Prettiest Lotus XI on coast and
potential of fastest. Many spares,
Must Sell quick. \$2900. Gary
Jarison, Ev. 5-3111-Du. 2-3659.
Las Vegas, Nevada.

VIGNETTES

Continued from page 3

The battle on the road through cattle, horses, pigs and what-not was
fantastic, with speeds suddenly having to drop from 80mph to 15mph.

We were now flying through the high, frightening mountains of Hondur-
as, then dropping to hot, steaming valleys.

Monday's first stop, shortly before noon, came at a rinky-dink town
called Somoto for immigration and customs. . . a brief rest period, fill
the thermos jug with Pepsi-Cola and, 45 minutes after arriving there,
blast off again at 100kph.

The heat was intolerable, and now another long stretch of dirt road
presented another hazard. This was iguana country and hundreds of
them scurried across the road. For the first time, the route deviated
from the Panamerican Highway and headed north to Tegucigalpa, the
capital of Honduras, which is the most mountainous of the Central Am-
erican countries.

Police had closed the road to normal traffic, and the radio blared of
the oncoming carrera. For the first time the proletariat was aware of the
carrera. Huge crowds of peasants lined the streets of the pueblos on the
outskirts of the capital and, finally, on the approach to Tegucigalpa, the
human masses were fantastic.

How some of those cars ever made it through the people will forever
remain a mystery. One car, the Volvo of Jorge Signoret and Enrique
Jouanen, swerved to avoid the crowd and flipped on the approach to a
bridge. It was righted, however, the door tied with rope and continued
amid thunderous cheers.

The Valiant of handsome Julio Azcarraga and Enrique Barrena was
running into serious mechanical bothers, but by dint of much prodding
made it into hilly Tegucigalpa, where quaint streets of stairs connect
one level with another. The blinding afternoon soon glistened on the pastel
stucco homes built flush with the street, each with its own central patio.

Hard Work, Then Came the Cerveza

The first step, as at every capital city, was to rush the factory Ren-
aults, entered by the Diesel Nacional distributor and Auto Francia deal-
ership of Mexico City, to the local agency for servicing. Upon completion
of the second stage of 217 miles, hours of hard work ensued for the Ren-
ault service team of Ing. Luis Torner, chief of Diesel Nacional's service
department; Foulgoc, Leonardo Marchetti and Guillermo Garcia.

Cerveza never flowed until all the cars were prepared and adjudged
ready for the start of the following leg early the next morning.

We sacked in at the Gran Hotel Lincoln, which also did not have flop-
house rates, and when we noted the O. Henry Bar there, I recalled that
the great writer, Sydney Porter (O. Henry), had lived in Honduras for a
period of six months in 1896. This brief stay furnished him with mater-
ial for about two dozen short stories. Many of these were later rewritten
and incorporated by him into a novel called "Cabbages and Kings."

So big Bob McKay, the prominent La Crescenta, Calif., realtor whose
gleaming white Corvette attracted the most attention from start to finish,
and I had to hoist a few megatonnes to the memory of O. Enrique.

(You get a little flavor of everything in MOTORACING, dearhearts.)
Then to Restaurant Spaghettilandia (todos los dias pasta fresca),
where the Italian management was quick to point out that a certain Sra.
Anna Collica, a native of Italy, explained her longevity on occasion of her
100th birthday thusly: "Eat lots of spaghetti and don't rush."

Enthralling Scene in Tegucigalpa

The next day, Tuesday, April 17, was cool and beautiful. The scene of
the city below during our breakfast was enchanting as the early morning
sun magnified the red-tiled roofs as far as the eye could see (it is a mat-
ter of law in Tegucigalpa that every roof is of red tile).

The slowest elevator in the world hoisted the cars from the basement
to the street level, and at 9:20 a.m. I was off in the third different ma-
chine since leaving Costa Rica---this time a Renault Dauphine 1093 with
the daring Foulgoc at the wheel.

At this juncture, the big Plymouth of Gerardo Arzate and Alvarez Tos-
tado was in the lead, having zeroed in at both Managua and Tegucigalpa.
Three cars were one second off the pace---the Renault of Guillermo An-
cirra-Jose Rubio, the Simca of Gerardo and Bernardo Lutz, and the Volvo
of Federico Barcena-Dionisio de Velazco.

We were off and flying to San Salvador, the capital of El Salvador, 214
miles away.

(TO BE CONTINUED)

'Quotable Quotes'

Depends on How You Look at it

STOCKTON LEFT MUCH TO BE
DESIRED

"...the one good thing about
(the Stockton races) is that it will
be at least another year before we
have to return to this so-called
speedway. . .

"Last month the early pre-race
releases started to arrive to this
corner and a very pretty picture
they did present. Like: . . . 'paved
parking for the fans and good view-
ing for the spectators'. . . 'it is an
honest road circuit, made up of
streets in everyday use.' And (get
this bit). . . 'a unique setting, a
pleasant change from the usual
dusty layouts somewhere in the
boondocks.'"

"Huh!
"This was the real scene: After
bouncing over railroad tracks and
driving through the choice of the
city slums we were directed to
park alongside rows of war-time
emergency houses that had appar-
ently been waiting for the torch
many years.

"As for thgood viewing it would
have been terrific if you could see
through the many warehouses,
trees, shacks, etc.

"It was a true road course and
the streets wer no doubt used
everyday, for tank training we sus-
pect."

"Let's go back to the boon-
docks."---BOB GARNER, Red-
wood City (Calif.) Tribune.

STOCKTON A GOOD ONE

"All the pre-race crying and
moaning before the first race on
the new Port of Stockton circuit
disappeared as soon as the racing
got underway. Though tight (12
turns in 1.9mi.), which resulted in
numerous dinged fenders, the new
course was almost a complete suc-
cess. The crowd was good, the
weather was fine, the rivers were
happy and, best news of all, the
circuit will be resurfaced before
it is used next year."---J. G. AN-
THONY, Competition Press.

FIA Listing for USAC \$20,000 Kent Race

INDIANAPOLIS, May 4--In a re-
cent meeting of the American Com-
petition Committee of the US, a full
FIA listing was given for a USAC-
sanctioned road race in Kent,
Wash. (a Seattle suburb) for Sept.
29-30. Announcement was made by
USAC.

Due to the Seattle World's Fair,
this FIA date, originally given to
Indianapolis Raceway Park, was
given up by them so that Pacific
Raceways Inc. could promote the
event in the Seattle area. Accord-
ing to L.E. Jones, president of
PRI, the purse will amount to
\$20,000 and is expected to attract
many prominent drivers from the
US, Canada, and Europe.

MOTORACING

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OWN WANT AD

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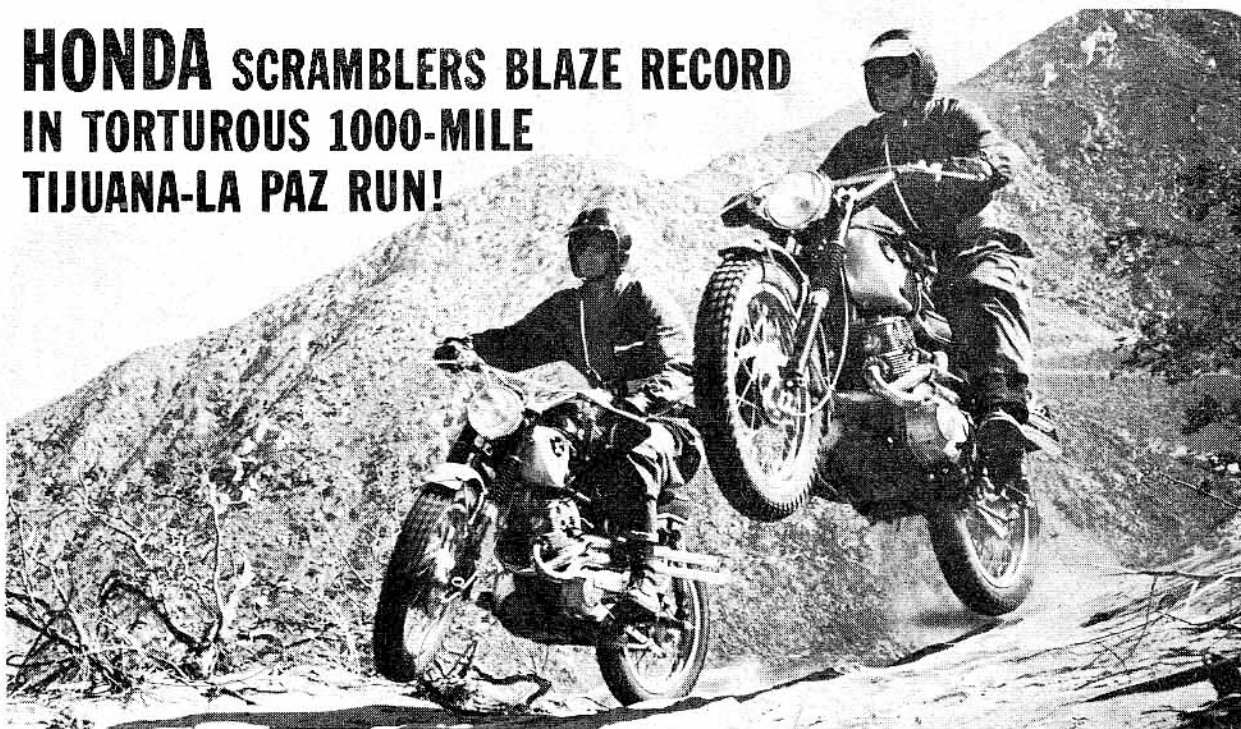
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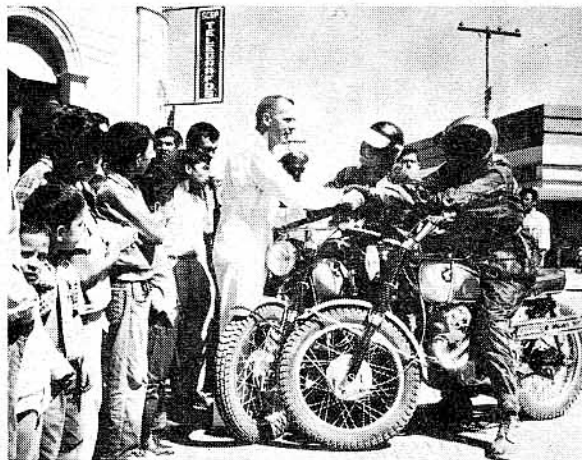
HONDA SCRAMBLERS BLAZE RECORD IN TORTUROUS 1000-MILE TIJUANA-LA PAZ RUN!



A supreme test of men and machines, riding night and day through some of the Western Hemisphere's toughest terrain! That was the story last month in Mexico as two HONDA motorcyclists blazed the torturous 963 mile route from Tijuana, near the California-Mexico border, to La Paz, almost at the bitter end of Baja California—over cowpaths, dirt roads, creek beds, trackless desert sand, mountains and even some pavement—in the record time of 39 hours, 56 minutes!

The men: Dave Ekins and Bill Robertson, Jr., both of them top Southern California riders and HONDA dealers. The machines: HONDA'S amazing new 250cc CL-72 Scramblers. Previous recorded times: just under 4 days, in a jeep, and 5 days on a 500cc motorcycle.

The amazing Scrambler endurance trial included 11 stops for fuel (2 HONDA planes flew along to provide food, fuel and photography), short rest periods, and 6 hours during which the riders were completely lost. At no time was oil added to either Scrambler. Fuel consumption was approximately 50 m.p.g. Total mechanical trouble: one cylinder out on one bike, due to inferior Mexican gasoline. Despite this, the ailing Scrambler still traveled the last 200 miles into La Paz at over 50 mph!



HONDA's Walt Fulton greets Dave Ekins (center) and Bill Robertson, Jr. at La Paz, at the finish of their sensational 1000-mile test run on new HONDA Scramblers.

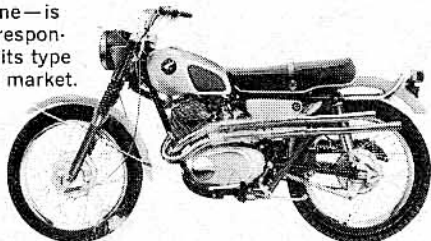
TEST RIDE A HONDA!

"Hottest Thing on 2 Wheels" says Time Magazine

The spectacular new HONDA Scrambler is just one of HONDA'S great family of champions that range from 50cc to 305cc... superb quality at prices unmatched by any other line of motorcycles. The new Scrambler—with twin-cylinder OHC 250cc engine—is the most agile, responsive machine of its type and class on the market.

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☐ Include literature on the thrifty "50's" (4 models available).
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